FTSR & BRT Update

NATSAG
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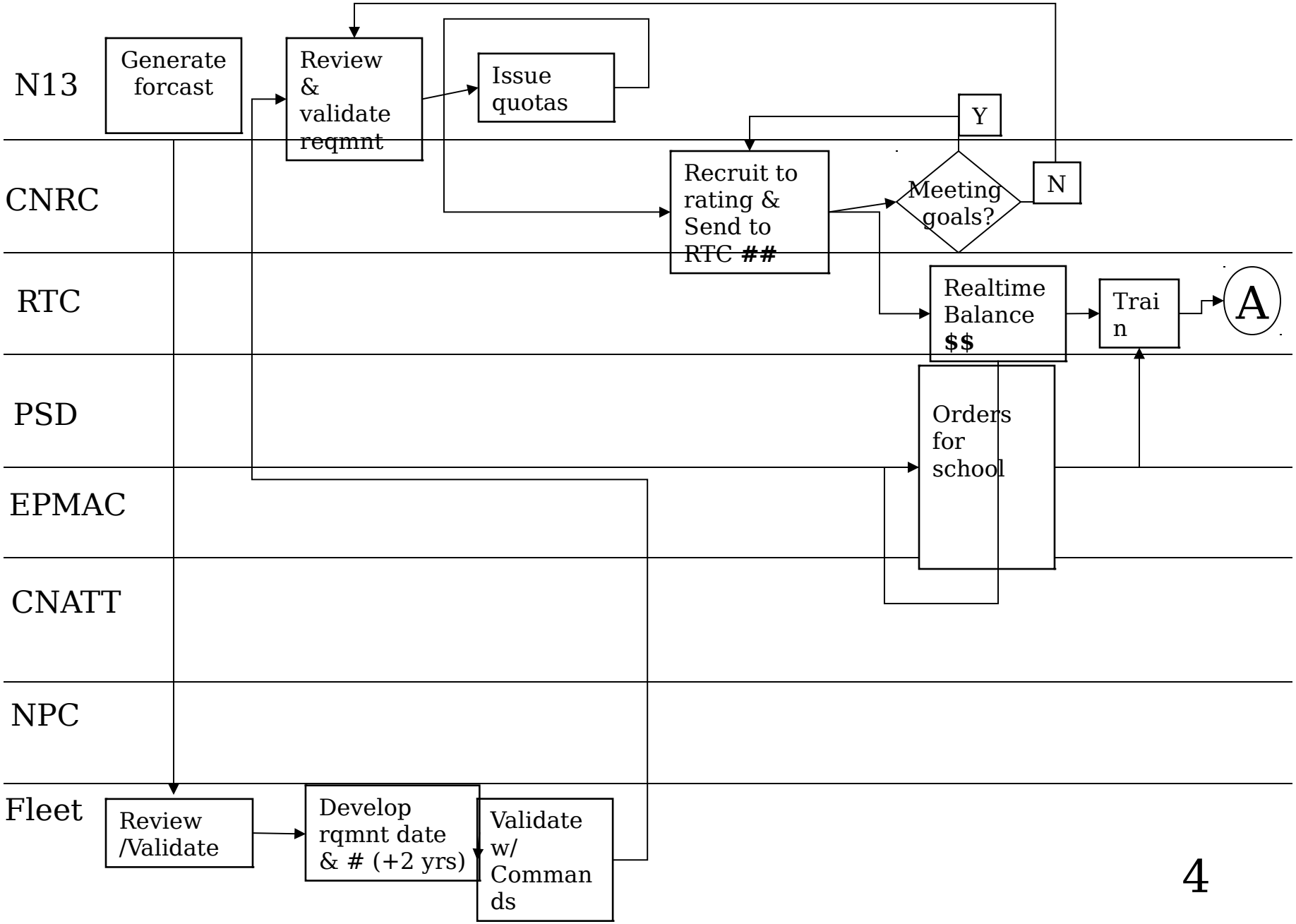
Entitled FTSR Vision

FTSR is a ***seamless process with a single owner*** who is responsible and accountable for impacts and cost factors. The process is ***Sea Warrior focused***, ***providing trained manpower based upon Fleet*** (CFFC via CNAF) driven quality standards for competencies (NEC/KSAT) for both existing systems and new acquisitions.

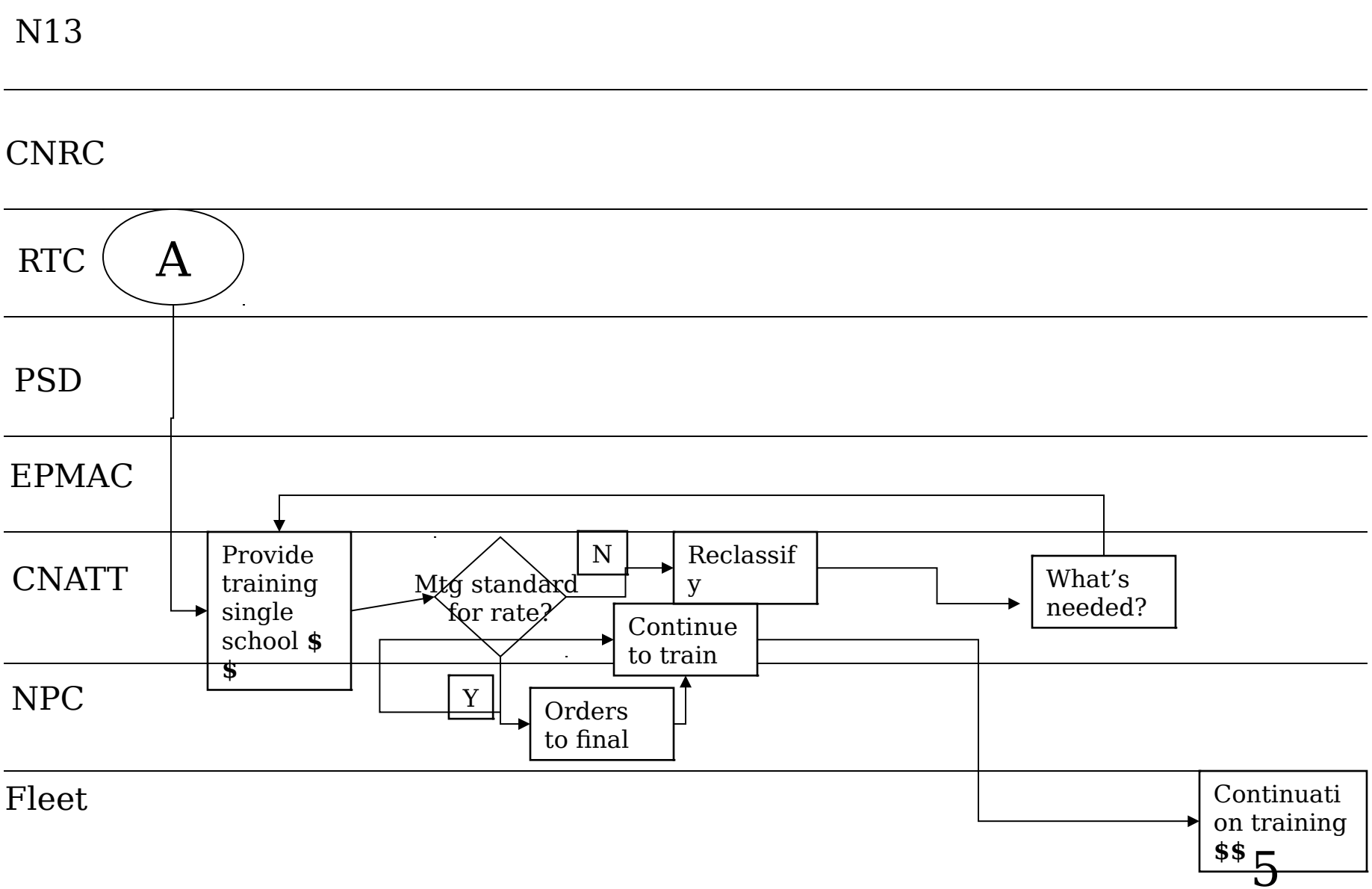
The number of the trainees is defined by Fleet need for competencies adjusted for attrition throughout the process. The number and time elements are defined by the Fleet based upon rotation, end of enlistment, promotion, etc. The number and timing are captured in an IPP starting with the Fleet need as the basis of a pull system.

The process uses the IPP and Fleet requirement to ***establish a "should cost" for training*** and identifies gaps from funding shortfalls.

FTSR Entitled Process

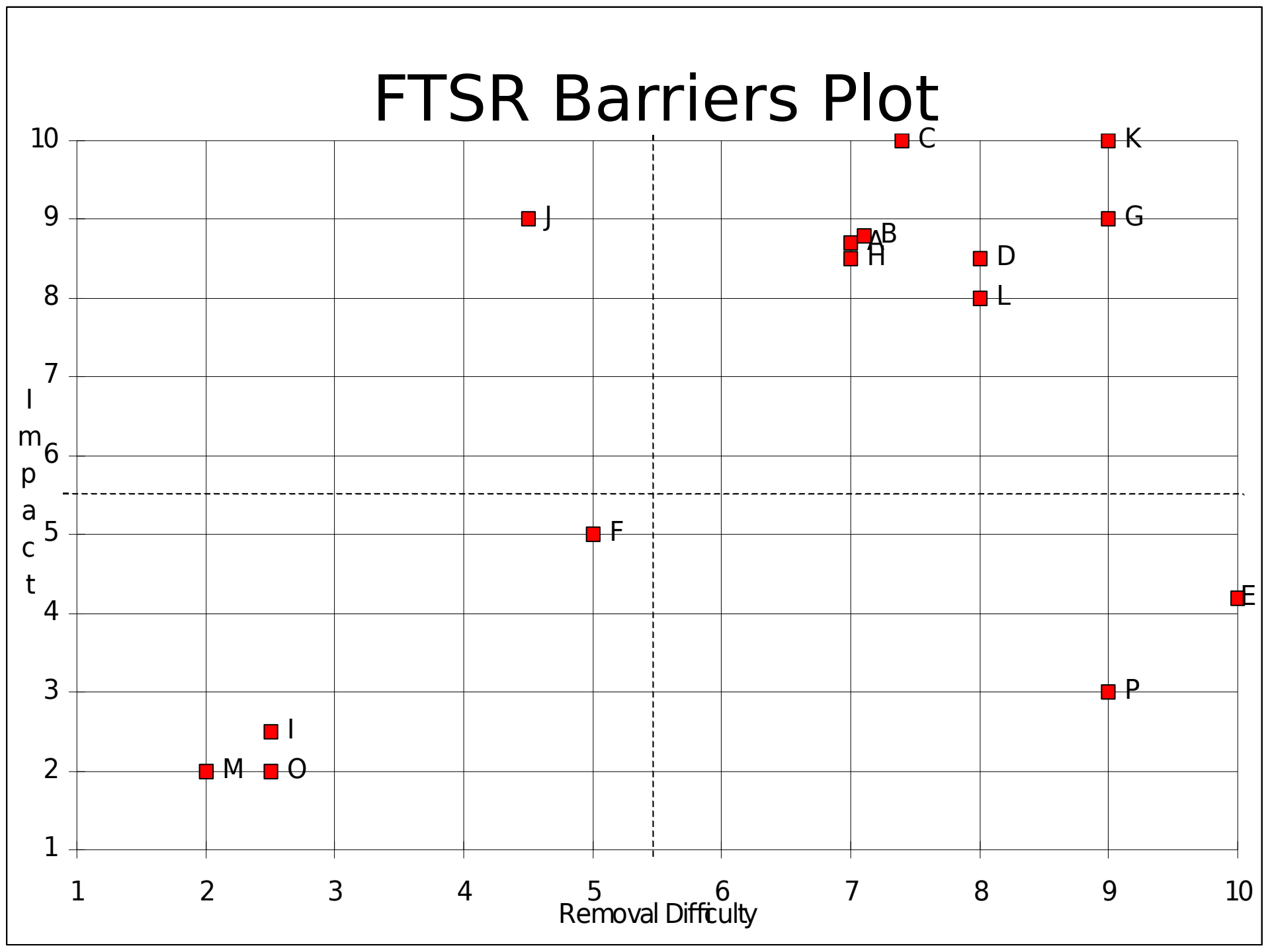


FTSR Entitled Process



FTSR Barriers Identified

A. No signal between changes in ‘A’ School that requires changes in ‘C’ School (3)
B. CNATT not notified of changes made to quotas in the system (5)
C. Lack of funding to move people (2)
D. No seats available at ‘C’ School Un-resourced training requirements (7)
E. JTR travel dollars restriction (15)
F. ‘A’ school & ‘C’ pre-load sizes undefined (All pre-loads need definition) (8)
G. Schools resourced for “level loading” but must execute to accommodate 'recruit surge (13)
H. Lack of “NEC” re-utilization (4)
I. Lack of entitlement in travel time or lack of definition of “timeout of school” time (11)
J. No alignment of ‘A’ and ‘C’ schools (1)
K. Lack of early identification of billet position (to be ordered to fill) or platform (to which to be assigned) (6)
L. No single process owner (9)
M. Orders process and match with current needs (10)
N. Reclassification authority (12)
O. Recruiting lead time (14)


FTSR Barriers Plot
Impact
Removal Difficulty
1
2
3
4
5
6
7
8
9
10
C
K
J
G
AB
A
H
D
L
F
E
P
I
M
O

What to Measure?

- % of trained manpower to fleet (Today's measure)
- → Cycle time
- → % of 'trained manpower in fleet vs entitlement
- → Seat utilization against original plan and dynamic quota
- SCAT (Service Category)
- Reclassification rate
- → Pre Load
  - Awaiting Instruction
  - Awaiting Training
- Work In Process (WIP)
- → Attrition
- → Cost
- Instructors authorized vs instructors on board
- Facility utilization
- → First pass yield

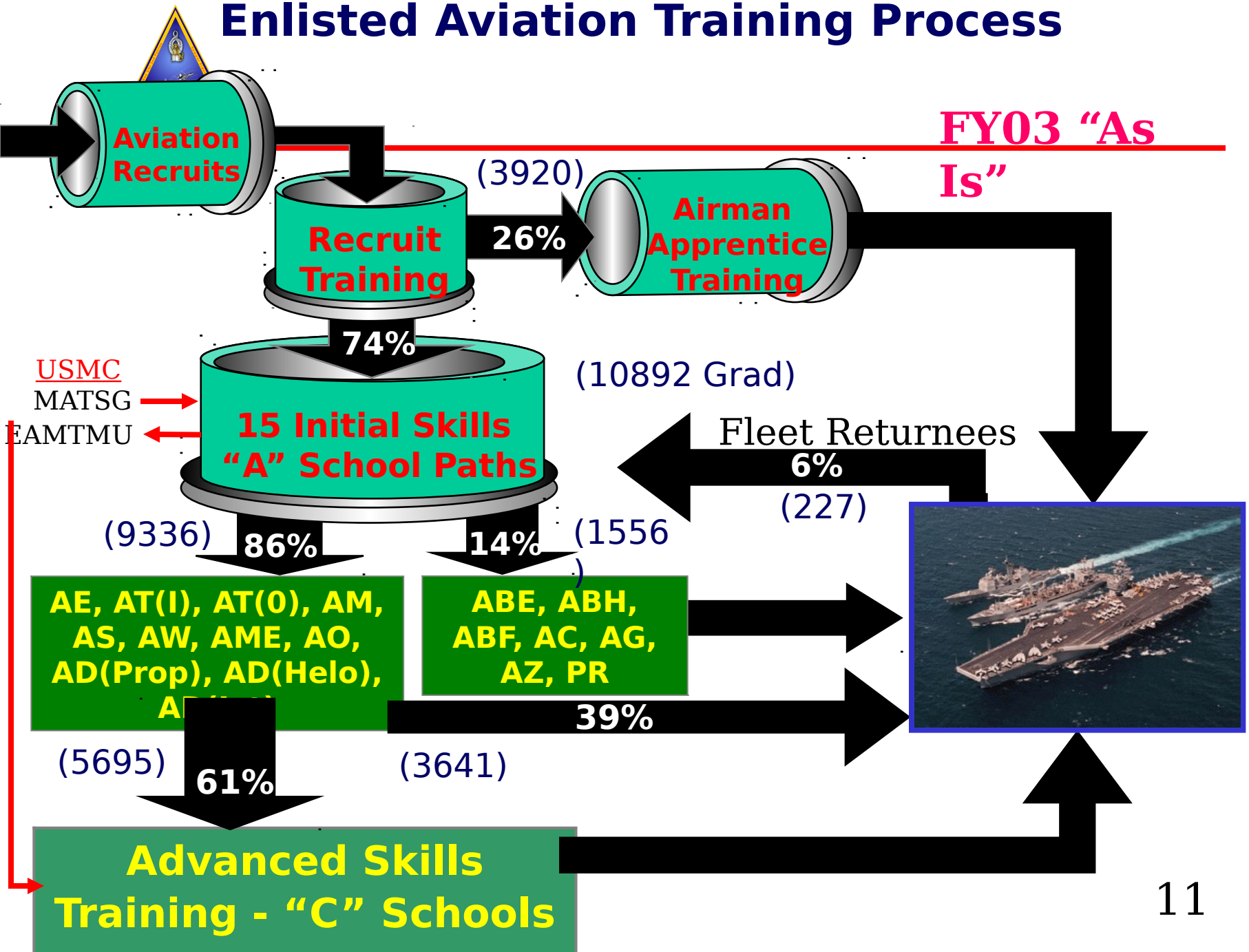
→ Key Metrics

100% Trained Manpower BRT

100% Trained Manpower BRT

- Team met in Millington after FTSR
- Membership defined
- Scope established
- Deliverable is a process that will assure Aviation Sailors arrive at their unit with 100% required training
- In data collection
- Next meeting is teleconference on 23 March
- CONCERNS:
  - Group size
  - Complex relationships
  - Lack of visibility on impact changes
- FTSR is the long-term solution

Enlisted Aviation Training Process



Fleet To Street Revolution (FTSR)

Fleet requirements pull new accessions from the street through the right training, at the right time, in the right place

Objectives:

- ✓ Streamline detailing and training for the Aviation “A” and “C” Schools to the most efficient process
- ✓ Identification of ultimate student Type/Model/Series fleet assignment prior to beginning of training
- ✓ Sailors receive required modules of training linked to their assigned billet.

Pilot courses:

- ✓ F/A-18A-D AME
- ✓ E-6 AE

F/A18A-D AME

24% (6,400 student days) IA SAVINGS

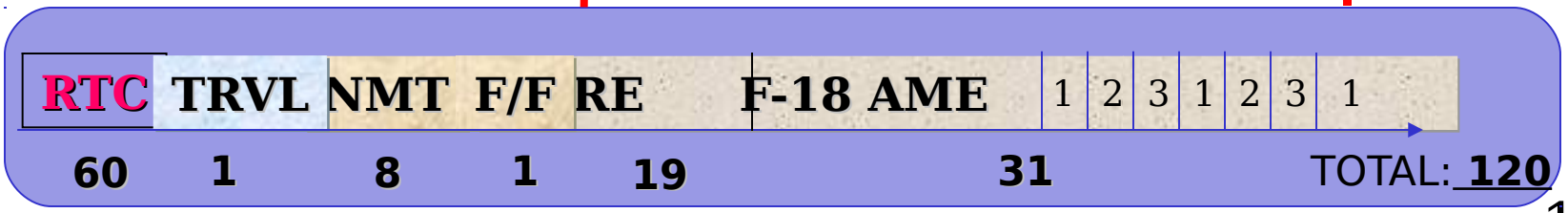
NATTC throughput: 412 (354 USN + 58 USMC)

F/A18 AME(Oceana/Lemoore): 160 = 38%

"AS IS"

Courses under revision

"TO BE"



E-6 AE

31% (2,480 student days) IA SAVINGS

NATTC AE throughput: 1460
E-6 AE (Tinker AFB) throughput: 31 = 2%

"AS IS"

RTC	TRVL	INDOC	CORE	STRAND	TRV	E-6 AE/8809	
60	1	9	51	79	3	43	TOTAL: 246

"INTERIM"

RTC	TRVL	NMT	F/F	ATT	A FUND	STRANI	TRV	E-6 AE/8809	
60	1	8	1	23	8	79	3	43	TOTAL: 226

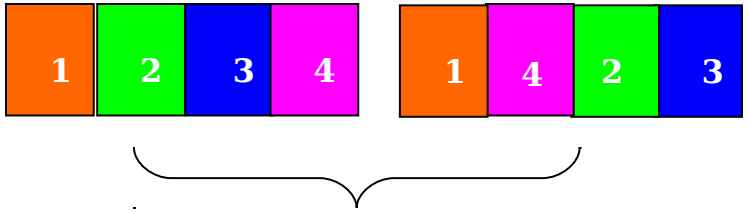
Courses under revisio

"TO BE "

RTC	TRVL	NMT	F/F	ATT	A FUND	TRV	CORE	E-6 AE	1	2	1	
60	1	8	1	23	8	3	19	43				TOTAL: 166

FRP - Applying Modular Training Concept

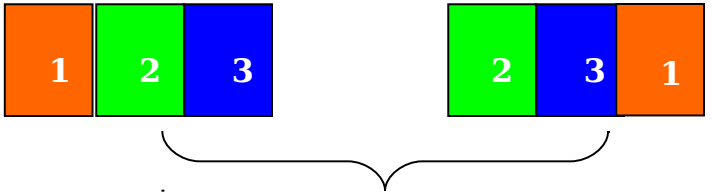
Modular Training provides the flexibility necessary to support the Fleet Response Plan by offering many entry points for training



Air Launched Weapons Supervisor Course		Time (Days)
Mod 1	Air Launched Guided Missiles	12
Mod 2	Air Launched Weapons Supervisor	13
Mod 3	Precision Guided Weapons	5
Mod 4	Quick Strike Mines	3

Four pipeline courses for NEC 6801

- ✓ **'Send when you can' approach**
- ✓ **Complete all 4, any order = NEC**



Mod 4	Quick Strike Mines	3

E2C/C2A Airframes/Hydraulics Initial Course		Time (Days)
Mod 1	Hydraulic Systems	5

One course for NEC 8305

- ✓ **'Send when you can' approach**
- ✓ **Complete all 3, any order = NEC**

(Fleet notified 30 days out of seat availabilities)

CNATT Strategic Plan

- ✓ **Policy Guidance**
  - CNO Guidance 2004
  - CFFC institutionalize Inter-Service Aviation Technical Training
- ✓ **Process Improvement/Training Alignment**
  - 100% enroute training
  - Single Site Training
  - Eliminate GenDets
  - If feasible, combine Initial & Career Training
  - Increase student to instructor ratio
  - MTT/VTT Opportunities (Atsugi: F414/Ejection Seats/SEAM/Guns)
  - Alignment (UAV/FASO/NATEC)
  - PQS alignment w/ 5VM
  - NEC Re-utilization
  - AirSpeed
- ✓ **Lead Programs**
  - Sundown Type/Model/Series Plans
  - F/A-18E/F; V-22; H-60S/R; JSF; E/A-18G; MMA
  - H-53X, ACS, H -1Y/Z

Questions?